



		NTSB ID: ANC04LA054		Aircraft Registration Number: N9820F	
		Occurrence Date: 05/16/2004		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Egegik	State AK	Zip Code 99579	Local Time 1015	Time Zone ADT	
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Cessna		Model/Series 208B		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On May 16, 2004, approximately 1015 Alaska daylight time, a Cessna 208B, N9820F, sustained substantial damage when the right wing struck the ground during taxi for takeoff at Egegik Airport, Egegik, Alaska. The airplane was operated by Peninsula Airways, Inc., of Anchorage, Alaska, doing business as PenAir. The airline transport certificated captain and the commercial certificated first officer were not injured. No cargo or passengers were aboard for the CFR Part 91 repositioning flight from Egegik to King Salmon, Alaska. A company VFR flight plan was filed and visual meteorological conditions prevailed.</p> <p>According to written statements provided by the captain and first officer, the captain was taxiing the airplane from the parking ramp to the runway for takeoff when the left wing was lifted by a wind gust resulting in the right wing striking the ground. When the accident occurred, the airplane was turning left from the taxiway onto the runway, from a magnetic heading of approximately 210 degrees to a heading of approximately 120 degrees. The captain estimated the wind was from 110 degrees (magnetic) at 35 knots gusting to 40 knots.</p> <p>At 1016, the Automated Weather Observing System (AWOS) at Egegik Airport reported winds from 150 degrees (true) at 39 knots gusting 48 knots. At 1036, the AWOS recorded winds from 140 degrees at 41 knots gusting 48 knots. According to the Kodiak Sectional Aeronautical Chart dated February 19, 2004, the magnetic variation at Egegik is 18 degrees east.</p> <p>After the accident, the airplane remained tipped on its side with the right wing tip resting on the runway surface. The airplane was righted, and as preparations were being made to move it back to the ramp, another gust of wind lifted the left wing. This resulted in the right wing striking the bed of a flat-bed truck and incurring further damage.</p> <p>In a phone interview with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), the captain stated that after the right wing initially struck the ground, it was bent up 10 to 20 degrees 3 to 4 feet inboard of the wing tip. In a phone interview with the NTSB IIC, the first officer stated that after the right wing initially struck the ground, it was bent up 15 to 20 degrees near the inboard aileron attach point.</p>					
FACTUAL REPORT - AVIATION					

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ANC04LA054				
		Occurrence Date: 05/16/2004				
		Occurrence Type: Accident				
Landing Facility/Approach Information						
Airport Name Egegik		Airport ID: EII	Airport Elevation 92 Ft. MSL	Runway Used NA	Runway Length	Runway Width
Runway Surface Type: Gravel						
Runway Surface Condition: Dry						
Type Instrument Approach: NONE						
VFR Approach/Landing: None						
Aircraft Information						
Aircraft Manufacturer Cessna		Model/Series 208B		Serial Number 208B0410		
Airworthiness Certificate(s): Normal						
Landing Gear Type: Tricycle						
Homebuilt Aircraft? No		Number of Seats: 14	Certified Max Gross Wt. 8750 LBS	Number of Engines: 1		
Engine Type: Turbo Prop		Engine Manufacturer: Pratt & Whitney	Model/Series: PT6A-114A	Rated Power: 675 HP		
- Aircraft Inspection Information						
Type of Last Inspection 100 Hour		Date of Last Inspection 04/09/2004	Time Since Last Inspection 96 Hours	Airframe Total Time 6268 Hours		
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? Yes		ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information						
Registered Aircraft Owner Avion Capital Corporation		Street Address 4451 Aircraft Dr., Suite 201				
		City Anchorage	State AK	Zip Code 99502		
Operator of Aircraft Peninsula Airways, Inc.		Street Address 6100 Boeing Avenue				
		City Anchorage	State AK	Zip Code 99502		
Operator Does Business As: PenAir				Operator Designator Code: PNSA		
- Type of U.S. Certificate(s) Held:						
Air Carrier Operating Certificate(s): Commuter Air Carrier; Flag Carrier/Domestic; On-demand Air Taxi						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 91: General Aviation						
Type of Flight Operation Conducted: Positioning						
<div style="text-align: center;">FACTUAL REPORT - AVIATION</div> <div style="text-align: right;">Page 2</div>						

 National Transportation Safety Board FACTUAL REPORT AVIATION			NTSB ID: ANC04LA054																																																																																			
			Occurrence Date: 05/16/2004																																																																																			
			Occurrence Type: Accident																																																																																			
First Pilot Information																																																																																						
Name			City		State	Date of Birth	Age																																																																															
On File			On File		On File	On File	41																																																																															
Sex: M	Seat Occupied: Left		Principal Profession: Civilian Pilot			Certificate Number: On File																																																																																
Certificate(s): Airline Transport; Flight Instructor																																																																																						
Airplane Rating(s): Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea																																																																																						
Rotorcraft/Glider/LTA:																																																																																						
Instrument Rating(s): Airplane																																																																																						
Instructor Rating(s): Airplane Multi-engine; Airplane Single-engine; Instrument Airplane																																																																																						
Type Rating/Endorsement for Accident/Incident Aircraft? No					Current Biennial Flight Review?																																																																																	
Medical Cert.: Class 2		Medical Cert. Status: Valid Medical--no waivers/lim.			Date of Last Medical Exam: 05/02/2003																																																																																	
<table border="1"> <thead> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>10300</td> <td>290</td> <td>8395</td> <td>1905</td> <td>430</td> <td>320</td> <td>340</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>8830</td> <td>270</td> <td>8275</td> <td>250</td> <td>410</td> <td>90</td> <td>30</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td>200</td> <td></td> <td>150</td> <td>50</td> <td>25</td> <td>10</td> <td>30</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>55</td> <td>25</td> <td>55</td> <td></td> <td></td> <td></td> <td>5</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>50</td> <td>25</td> <td>50</td> <td></td> <td></td> <td></td> <td>5</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>								- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	10300	290	8395	1905	430	320	340				Pilot In Command(PIC)	8830	270	8275	250	410	90	30				Instructor	200		150	50	25	10	30				Last 90 Days	55	25	55				5				Last 30 Days	50	25	50				5				Last 24 Hours										
- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument								Rotorcraft	Glider				Lighter Than Air																																																																			
						Actual	Simulated																																																																															
Total Time	10300	290	8395	1905	430	320	340																																																																															
Pilot In Command(PIC)	8830	270	8275	250	410	90	30																																																																															
Instructor	200		150	50	25	10	30																																																																															
Last 90 Days	55	25	55				5																																																																															
Last 30 Days	50	25	50				5																																																																															
Last 24 Hours																																																																																						
Seatbelt Used? Yes		Shoulder Harness Used? Yes			Toxicology Performed? No		Second Pilot? Yes																																																																															
Flight Plan/Itinerary																																																																																						
Type of Flight Plan Filed: Company VFR																																																																																						
Departure Point		State		Airport Identifier		Departure Time		Time Zone																																																																														
Same as Accident/Incident Location				EII		1015		ADT																																																																														
Destination		State		Airport Identifier																																																																																		
King Salmon		AK		AKN																																																																																		
Type of Clearance: None																																																																																						
Type of Airspace: Class G																																																																																						
Weather Information																																																																																						
Source of Briefing: Internet																																																																																						
Method of Briefing: Telephone																																																																																						

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ANC04LA054			
		Occurrence Date: 05/16/2004			
		Occurrence Type: Accident			
Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
PAII	1016	ADT	92 Ft. MSL	0 NM	Deg. Mag.
Sky/Lowest Cloud Condition: Clear				Ft. AGL	Condition of Light: Day
Lowest Ceiling: None			Ft. AGL	Visibility: 9 SM	Altimeter: 29.45 "Hg
Temperature: 9 °C	Dew Point: 3 °C	Wind Direction: 150		Density Altitude: Ft.	
Wind Speed: 39	Gusts: 48	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV) SM	Intensity of Precipitation:			
Restrictions to Visibility: None					
Type of Precipitation: None					
Accident Information					
Aircraft Damage:		Aircraft Fire:		Aircraft Explosion	
Classification:					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot				1	1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -				2	2
Other Ground					
- GRAND TOTAL -				2	2
<div style="display: flex; justify-content: space-between;"> FACTUAL REPORT - AVIATION Page 4 </div>					

 National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: ANC04LA054	
	Occurrence Date: 05/16/2004	
	Occurrence Type: Accident	
Administrative Information		
Investigator-In-Charge (IIC) Georgia R. Snyder		
Additional Persons Participating in This Accident/Incident Investigation: Peter Devaris FAA Coordinator Anchorage FSDO Anchorage, AK		
<div>FACTUAL REPORT - AVIATION</div> <div>Page 5</div>		